Export of crude oil by IOC

†1731. SHRI KAPIL SIBAL:
SHRI RAJIV RANJAN SINGH 'LALAN':

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is a fact that Indian Oil Corporation has formulated a plan to export imported crude oil;

(b) if so, the quantity of imported crude oil sold by the above said institution during the current year; and

(c) the profit earned or loss suffered by the said institution in this trade?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI SANTOSH GANGWAR): (a) to (c) No, Sir. However, during the year 2001-02 due to operational reasons, Indian Oil Corporation Ltd., disposed one cargo of Dubai crude oil of about 500,000 barrels (69 Thousand Metric Tonnes approx.) purchased by IOC earlier. By disposal of the cargo IOC would gain about US Dollars 14,500.

New auto fuel policy

1732. SHRI R.P. GOENKA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is a fact that a new auto fuel policy based on recommendations of the R.A. Mashelkar Committee has been finalised;

(b) if so, the broad features thereof; and

(c) whether it is also a fact that the new policy has been cleared with undue haste without giving adequate opportunity to the affected interests to discuss and analyse the document?

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†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI SANTOSH GANGWAR): (a) Yes, Sir.

(b) The broad recommendations made in the interim report of the Committee are:—

1. The Auto Fuel Policy should be based on targeted vehicular emission standards for various categories of vehicles, allowing use of different technologies and fuels, which can meet the emission standards.
2. In the developed world and elsewhere, vehicular emission standards and auto fuel quality necessary to meet the standards alone are prescribed, giving choice to the public, manufacturers, owners and operators of motor vehicles to choose the vehicle type and the fuel. The same policy be adopted for India.
3. The following roadmap for implementation of vehicular emission norms and auto fuel quality be followed:
   (i) Bharat Stage-II norms which are in place in the four mega cities of Delhi. Mumbai, Kolkata and Chennai should be introduced in the other three mega cities of Bangalore, Hyderabad and Ahmedabad as early as possible but not later than the end of 2003.
   (ii) Bharat Stage-II norms should be introduced in the entire country from 1st April 2005.
   (iii) Euro-III equivalent emission norms for all categories of vehicles (excluding two and three wheelers), detailed by the Committee, should be introduced in seven mega cities from 1st April 2005.
4. Low emission vehicles and the compatible fuels are not the only factors which would have a bearing on air quality. Other cost effective measures such as comprehensive inspection and certification system for in use vehicles with private sector participation, fitment of emission reduction devices in the existing vehicles, traffic management, construction of bye passes etc. should also be put in place.
5. Upgraded and additional emission testing facilities and

establishment of surveillance and checking of emission warranty systems for new vehicles be set up.

6. To put in place the new emissions norms, substantial investments need to be made to produce appropriate quality fuel and the vehicles. Preferential treatment to the oil and auto industry in matters relating to custom duty, excise duty, depreciation, soft-loans etc. need to be provided.

7. In addition to petrol and diesel, Compressed Natural Gas (CNG) and Liquefied Petroleum Gas (LPG) are permitted to be used as auto fuels. The Government has futher decided to blend ethanol with petrol. CNG, LPG and other alternative fuels need to be encouraged, giving the choice of fuel and vehicle technology to the customers. Any combination of fuel and vehicle technology, which meets the prescribed emission norms should be acceptable.

8. The fiscal regime applicable to the auto fuels should be directed towards achieving the economic pricing of various fuels, instead of prsently prevailing distored pricing. This would help in long term planning and supply of quality products.

(c) No. Sir.

Impact of global prices of domestic oil prices

1733. SHRI C.M. IBRAHIM:
SHRI AIMADUDDIN AHMED KHAN (DURRU):

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Government have reduced the prices of petrol and diesel taking advanage of fall in global oil prices while increasing the excise duties on these items to about three times the original;

(b) if so, the details thereof; and

(c) the impact of fall in global oil prices on the prices of kerosene and LPG?